

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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REPORT

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COUNTRY :- USSR

DATE DISTR. 18 Nov. 53

SUBJECT : Methods and Procedures of the Technical
Control Section (OTK) at Zavod No. 2,
Kuybyshev

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1.

The OTK at Zavod No. 2 in Kuybyshev inspected all items produced at least once during the production process. I do not know the exact procedure used by the OTK, as the OTK's methods were not generally known. This control office received its tables of standards, norms and tolerances directly from its highest headquarters, possibly the ministry or bureau called ZIAM and/or VIAM. I do not know what these abbreviations stand for. I do not think that the OTK was responsible to the Ministry of Aviation, which Zavod No. 2 was subordinate to. According to some of the technicians, the chief of the OTK, whom I did not know, set his own additional requirements over and above those of his superior office. This was probably partly true, because the plant's production capacities and norms quite frequently had to be changed without advance notification of the ministry. The OTK had the last word on all production standards and the office was strict on tolerances, and norms. The OTK had standard tables of allowances for each part of piece of equipment produced. These tables were the guiding factor in the inspection methods of the OTK. When an item was completed, it was inspected by the OTK, stamped if acceptable, and passed on for packing and shipment to its ultimate destination. In the case of rejections, the part or unit in question was im-

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mediately sent back to the production department for either correction if the defect was minor, or for complete reassembly and reproduction.

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- A. The stamp or stamps used by the OTK were of a standard geometrical design, and in the case of Zavod No. 2 were approximately 6-8 mm. in diameter. In the upper middle part of the stamp the letters "OTK" were imprinted, then a dash after the letters, and the number "2", which was the designation of the Zavod. Directly below these symbols, a number, as I recall, from "1" through "83" was to be found. This number identified the particular inspector of the OTK. I do not believe that in Zavod No. 2 these numbers went any higher than 83 or 84. All plants with the digits of "10" or below were research and development plants, and all numbers above "10" were series or mass production plants. The above description was for the stamp which was applied on parts other than metal. In addition to this rubber stamp, there was also a metal stamp which was identical in description except for the fact that it was about 4 mm. in diameter. The following is a sketch of this stamp:

Rubber
StampMetal
Stamp

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3.

- A. In most cases, the stamp was applied directly on the article produced, but in some cases where the part or unit was either so small or the stamp could not properly be seen, it was applied on an inspection card which accompanied the finished piece of equipment. Most engine parts were stamped individually, but after the unit had been assembled, an additional inspection card was attached, and the stamp was applied. What the rule here was, I do not know. To my knowledge, no stamp was applied on the crate or box.

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4.

- A. When the product came off the production line, prior to packing and crating, it was inspected and stamped by the OTK. Certain engine units, but I do not remember which parts, were inspected before they were completely assembled and stamped. In Zavod No. 2, there were 10 or 12 OTK units in operation, one in each of the main departments of the plant.

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There were no additional identifying marks or symbols of any kind other than those described above [see paragraph 2]. 50X1-HUM

6.

Although I cannot specify exactly the number of OTK inspectors engaged in Zavod No.2, from the numbers on the stamps it could be assumed that there were about 80 such officials. Actually according to Soviet regulations, there was supposed to be one such inspector per every ten workers in the plant. Zavod No.2 employed a total of 2,100 persons of which 700 were German specialists. If the above regulation were applied there would have been 210 such inspectors. I do not know how many articles each inspector checked per day, nor did each inspector specialize in a particular article. On the contrary, they would constantly be rotating from one article to another. Each inspector had his own identifying mark on the stamp as indicated above [see paragraph 2]. 50X1-HUM

7.

The OTK inspectors had final and unequivocal authority over all workers, foremen, supervisors and technicians. If an item inspected was not in accordance with the table of OTK standards, it was immediately sent back, and the supervisor responsible was severely reprimanded. The word of the OTK inspector was final in every case. 50X1-HUM

8.

Whether the OTK inspectors were members of the MVD was not known to me, but Communist Party membership was almost certain to be a prerequisite. This is only conjecture on my part, but in accordance with Soviet policy, positions of such responsibility and authority went only to Party members. None of the OTK inspectors wore any particular uniform or insignia of any kind, and hence could not be distinguished from any of the other workers in the plant. All workers, supervisors and specialists showed complete respect and deference to the OTK inspectors because of their high positions and authority. If a particular supervisor's department continued to produce faulty products, the supervisor could be heavily fined or even arrested for sabotage on the word of the inspector.

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9. [redacted] From what I could observe in Zavod No.2, the OTK inspectors were a better educated group technically speaking than most of the supervisors. This was evident in their seemingly correct criticisms of production techniques. They were definitely thoroughly indoctrinated politically as they expressed the Party line at every provocation.

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10. [redacted]

The OTK inspectors at Zavod No. 2, were subject to periodic inspection themselves by technical commissions. Whether these commissions were subordinate to ZIAM, VIAM, of the the Ministry of Aviation, is unknown to me.

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